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SUPPLEMENT TO REPORT NO.

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THIS IS UNEVALUATED INFORMATION

- 25X1 1. The industrial installations of the Ministry of the Merchant Fleet (MMF) are the joint responsibility of three chief directorates, as follows:
- 25X1 (a) The Chief Directorate for Machinery Construction Enterprises (Glavnoye Upravleniye Mashino-Stroitelnoy Promyshlennosti - GlavMashProm) which is responsible for the production of spare parts and the construction of small vessels.
- 25X1 (b) The Chief Directorate of Maritime Industrial Enterprises (GlavMorProm) which is responsible for ship repair.
- 25X1 (c) The Central Technical Directorate (Tsentralnyy-Tekhnicheskiy Upravleniye - TsTU) which is responsible for the planning of the other two directorate's production.

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2. There is no sharp line of division between the activities of these three directorates, particularly between the first two which were created in 1946 when the Central Directorate of Industrial Enterprises (Tsentralnoye Upravleniye Morskoy Promyshlennosti - TsU-MorProm) was abolished. The result is that GlavMashProm is frequently found in charge of repair work, and GlavMorProm in control of installations making spare parts. In theory the production of spare parts is based on decisions reached at meetings attended by representatives of the three directorates.
3. Normally the yards of GlavMashProm do not make complete machinery and assemblies, although they can if called upon to do so. Their main efforts are to maintain a constant supply of spare parts for all the various industrial installations of the ministry. In practice there is always a shortage of parts for almost every piece of equipment within the ministry. This is due partially to the low quality of parts produced by GlavMashProm, particularly of cast materials of which more than 50 per cent of the total produced are rejected either at the plant or by the consumer. The great demand for spare parts is also due to the old and obsolete equipment which is found in the MMF and to the unskilled technicians who are handling it. Another factor which explains this critical shortage is the lack of proper maintenance of the equipment, which itself results from the policy of maximum utilization of all machinery and personnel which is required by the state.
4. The central offices of GlavMashProm are located in Moscow, and the director [redacted] is Remizov (fnu). The entire central administration is quite small and has a total of only 20 people in all the various sections. [redacted] they are patterned on those of the other chief directorates in the MMF. [redacted] the most important section is called the Requirements Section (Otdel Komplekatsii) which handles requirements and distribution of spare parts. The industrial installations of the ministry send their requirements to this directorate where they are examined and discussed in consultation with representatives of GlavMorProm and TsTU. Priorities for spare parts are set, and orders for their production are issued. As a rule, this planning is of little use, because no more than a small fraction of the ministry's needs are ever fulfilled. Spare parts for internal combustion engines are especially scarce. When the spare parts are produced, the Requirement Section makes new plans, based on original requirements, for their distribution.
5. [redacted]
- (a) Ship Repair and Ship Construction Yard imeni Vano Sturua at Baku, Class II. It is engaged in the repair of dredges for the Directorate of the Caspian Sea Routes (KaspMorPut) and also in the construction of tugs. [redacted]
- (b) Ship Repair and Ship Construction Yard Kannonerskiy at Leningrad, Class I. The director is Prokofyev (fnu), Engineer Captain, 1st Class. This yard builds small tugs and produces spare parts.

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This plant which also manufactures propellers, propeller shafts, and crank shafts for steam engines, is specialized in making various types of shafts. These shafts are sent in a semi-finished state to the consumer for finishing. They have to be turned to the exact dimensions desired, balanced and polished to fit a particular piece of machinery. About 50 per cent of the shafts produced by this or any other casting plant in the USSR are eventually turned down. The main cause of rejections at the plant, accounting for about 25 per cent, is the poor quality of the rear shaft collar (upornyy khvostoviki) which connects the crank shaft to the propeller shaft. The other 25 per cent are rejected by the consumer because of the poor quality of the crank shaft journal (motylevaya sheyka) where the connecting rod to the piston is linked to the crank shaft. In this case the rejection is mostly due to the poorly trained foundry workers who ruin the stock, which is originally of good quality. My information on this plant is based on personal observations made in 1941 and was refreshed by conversations with engineers from the plant early in 1951.

- (c) Zavod imeni Gadzhdiyeva at Makhachkala, Class I. The director is Solovyev (fnu), Captain, MP, 2nd Class, who has 1,500 workers under his control. The plant has specialized in the manufacture of spare parts for Diesel engines, such as cylinder heads, pistons, cylinder linings, piston rings, crankshafts for Diesels, fuel injectors, timers, distributor shafts, and valves. Here, too, the production is insufficient to meet the demands of the fleets of the ministry. This lag in the production has resulted in a great turnover in the top administrative personnel. []

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[] the cylinder heads, piston rods, and pistons produced by this plant were of very low quality and in some cases half the shipments to ReydTanker have been rejected as unsatisfactory. [] following information on this plant:

- (1) One of the most important shops is the one which manufactures injectors and valves. It is the only shop supplying these parts for the entire Southern Fleet. Occasionally it also supplies other fleets.
- (2) The foundry at this plant is also very important. It makes rough casts and forms from which semi-finished parts are produced in the other shops of the plant.
- (3) Injectors and valves were the only finished parts turned out at this plant.
- (4) This plant also fills requirements of the Navy which [] have top priority.
- (5) My information on this plant was received from its director late in 1950 at a meeting on supply problems held in the offices of ReydTanker.

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- (d) Plant No 1 at Sovetskaya Gavan, Class I, employs three thousand workers. This plant, like the imeni Gadzhdiyeva at Makhachkala, is engaged in the production of spare parts for Diesel engines. In addition, Plant No 1 produces spare parts for steam engines, such as cylinder heads, pistons, steam slide valves, and others. The spare parts produced at Plant No 1 are very good, much better than those of the plant at Makhachkala. The plant is

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mainly engaged in fulfilling requirements for the Navy

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- (e) The Astrakhan Wharf (sude-verf), Class III. The director is Leonid Somov, Engineer Captain, MF, 3rd Class, who has 250 workers, 40 office workers, and five engineers under his supervision. The plant builds small wooden seiners and other small craft. It also repairs tugs of the Caspian Dry Cargo Steamship Company (KaspFlot) which are assigned to the harbor at Astrakhan, as well as visiting vessels in emergencies. The excellent machinery in this plant was obtained mostly through Lend-Lease or as German reparations. Only about 50 per cent of this machinery is in actual use.

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- (1) The machine shop which employs about 30 people has a great deal of fine machinery, probably obtained as German reparations, such as lathes, and about 40 modern grinding and milling machines. In this shop spare parts for both Diesel and steam-engines are made.
- (2) The shop for ship hulls in which about 30 workers are employed has about 10 different types of wood shaping equipment such as planing machines, band saws, circular saws, lathes, and a four-bladed planing machine. This shop makes lifeboats, and there is a launching platform for seiners just outside the shop.
- (3) The sheet steel shop shapes steel sheets for hulls and for boilers and replaces defective steel plates in old vessels. There is no special machine of importance in this shop, which employs about 30 workers.
- (4) The foundry has about 30 workers. Its equipment consists of two steam hammers, each of a three-ton capacity, and one electric hammer of a one-ton capacity. The latter, made in Germany, is a Hartmann model.
- (5) The tackle shop employs about 40 people. It produces bumpers, fenders, sails, mats, ropes, and tackle equipment used in hauling vessels on the launchers when they are in need of repair.
- (6) The electric shop employs about 10 people. It has some electro-welding equipment and repairs and installs electric motors and generators when necessary.
- (7) The boiler shop, in which there are 10 people, provides steam for the entire plant. It has two Longshire boilers, where the steam is kept under a pressure of eight atmospheres.
- (8) The maintenance shop has about 15 mechanics who take care of odd jobs around the plant. In the shop there are some small machines such as a drilling machine, a lathe, and a shaping machine.

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- (9) The whole plant is surrounded by a high wooden fence and is watched by a militarized guard. The average wage of the workers is 540 rubles per month. They work six days in one eight-hour shift and live in the same housing project as the workers of the Plant Tenth Anniversary of the October Revolution.

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